LISTING OF THE CLAIMS

This listing of claims will replace all prior versions, and listings, of claims in the application:

1. (previously presented)   A method for controlling supply of fuel to a combustion engine having a first group of cylinders and a second group of cylinders, the method comprising the steps of:

determining if a demanded total fuel quantity to the combustion engine is below a first predetermined total fuel quantity;

and, if the demanded total fuel quantity to the combustion engine is below the first predetermined total fuel quantity, increasing the fuel supply to the first group of cylinders with a value determined by the demanded total fuel quantity and decreasing the fuel supply to the second group of cylinders with substantially the same value.

2. (original)   A method according to claim 1, wherein the value is reciprocally proportional to the demanded total fuel quantity on at least a part of a demanded total fuel quantity range between zero demanded total fuel quantity and the first predetermined total fuel quantity.

3. (original)   A method according to claim 2, wherein the value is reciprocally proportional to the demanded total fuel quantity in the whole demanded total fuel quantity range between a second predetermined total fuel quantity and the first predetermined total fuel quantity, the second predetermined total fuel quantity being smaller than the first predetermined total fuel quantity.

4. (original)   A method according to claim 2, wherein the value is highest and constant in a demanded total fuel quantity range between a second predetermined total fuel quantity and a third predetermined total fuel quantity, which is larger than the second predetermined total fuel quantity, but lower than the first predetermined total fuel quantity.

5. (previously presented) A method for controlling supply of fuel to a combustion engine having a first group of cylinders and a second group of cylinders, the method comprising the steps of:

determining if a demanded fuel quantity to one of the cylinders is below a first predetermined fuel quantity;

and, if the demanded fuel quantity to the one cylinder is below the first predetermined fuel quantity, increasing the fuel supply to the first group of cylinders with a value determined by the demanded fuel quantity and decreasing the fuel supply to the second group of cylinders with substantially the same value.

6. (previously presented) A method according to claim 5, wherein the value is reciprocally proportional to the demanded fuel quantity on at least a part of a demanded fuel quantity range between zero demanded fuel quantity and the first predetermined fuel quantity.

7. (previously presented) A method according to claim 6, wherein the value is reciprocally proportional to the demanded fuel quantity in the whole demanded fuel quantity range between a second predetermined fuel quantity and the first predetermined fuel quantity, the second predetermined fuel quantity being smaller than the first predetermined fuel quantity.

8. (previously presented) A method according to claim 6, wherein the value is highest and constant in a demanded fuel quantity range between a second predetermined fuel quantity and a third predetermined fuel quantity, which is larger than the second predetermined fuel quantity, but lower than the first predetermined fuel quantity.

9. (previously presented) A method according to claim 1, wherein the value is always less than 100%.

10. (previously presented) A method according to claim 1, wherein the steps are performed during at least a part of a gear shifting procedure controlled by an electronic control unit for semi-automatic or automatic gear shifting.

11. (previously presented) A method according to claim 1, wherein the steps are performed when an automatic cruise control system for a vehicle controls the combustion engine.

12. (previously presented) A method according to claim 1, wherein the fuel supply is increased to every two cylinders of all cylinders of the engine and decreased to the other cylinders of the engine according to an ignition order for all the cylinders of the engine.

13. (currently amended) A computer program embodied in a computer-readable medium comprising code causing an apparatus to function to ~~computer readable code, which when run on a computer for controlling~~ control a supply of fuel to a combustion engine having a first group of cylinders and a second group of cylinders, wherein the code causes the apparatus to function to:
    determine when a demanded total fuel quantity to the combustion engine is below a first predetermined total fuel quantity;
    calculate a value for increasing and decreasing the fuel supply to the combustion engine as function of the demanded total fuel quantity; and
    increase the fuel supply to the first group of cylinders by the value, and decrease the fuel supply to the second group of cylinders by substantially the same value, wherein the apparatus increases the fuel supply to the first group of cylinders and decreases the fuel supply to the second group of cylinders when the apparatus determines that the demanded total fuel quantity to the combustion engine is below the first predetermined total fuel quantity ~~fuel supply to a combustion engine causes the computer to perform the steps of claim 1~~. ,

14. (currently amended) In combination, the computer program embodied in the computer-readable medium of claim 13, and
    a vehicle, including the combustion engine;
    an ~~An~~ electronic control unit in ~~a~~ the vehicle, wherein the electronic control unit includes the computer-readable medium that embodies the computer program, and further wherein the electronic control unit ~~for controlling~~ controls the fuel supply to ~~a~~ the combustion engine ~~(1)~~ in the vehicle~~, comprising a storing means and the computer program according to claim 13~~

~~recorded thereon.~~

Claim 15 (canceled).